



KAHULUI AIRPORT AIRLINE COMPETITION PLAN

KAHULUI AIRPORT, MAUI, HAWAII

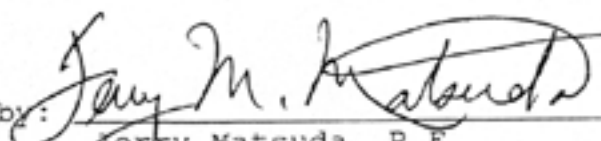
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

DECEMBER 2000

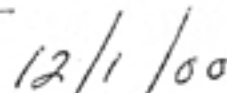
KAHULUI AIRPORT
AIRLINE COMPETITION PLAN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
Honolulu International Airport
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Honolulu, Hawaii 96819

Submitted by:



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Introduction

Kahului Airport is located on the north central shore of Maui, northeast of the town of Kahului. The Airport encompasses approximately 1,447 acres of land and is owned and operated by the State of Hawaii as part of the statewide airports system. Under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, large and medium hub airports with more than 50% of their traffic served by one or two carriers need to submit a airline competition plan. Kahului Airport, as a medium hub airport, meets this criteria with Hawaiian Airlines and Aloha Airlines carrying over 50% of the passenger traffic.

Kahului Airport is currently served by 8 major and national, 3 foreign flag, 6 commuter, and 2 all-cargo carriers, as shown on Table 1. Approximately 72% of the passenger traffic is carried by Aloha and Hawaiian Airlines, which includes Aloha Airlines subsidiary Island Air.

Table 1 - Airlines Serving Kahului Airport

Airline	Classification
Air Canada	Foreign
Aloha Airlines	National
American Airlines	Major
American Trans Air	National
Canada 3000	Foreign
Delta Airlines	Major
Hawaiian Airlines	National
Royal Airlines	Foreign
Ryan International	National
Trans World Airlines	Major
United Airlines	Major
Federal Express	All-Cargo
Kitty Hawk Cargo	All-Cargo (Suspended Service 4/28/00)
United Parcel Service	All-Cargo
Big Island Air	Commuter
Call Air	Commuter
Circle Rainbow Air	Commuter
Commercial Flyer	Commuter
Island Air	Commuter
Pacific Wings	Commuter

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Availability of Gates and Related Facilities

There are twenty terminal gates with loading bridges at Kahului Airport (Figure 1 - Terminal Gate Configuration). All gates are owned and controlled by Airports Division. Gate assignments are controlled by Airports Division's Maui District Airport Operations Control Unit. Attached Appendix 1 - Aircraft Parking and Gate Assignments Policy is the procedure and policy used by Airports Division for gate assignments.

As stated in the Aircraft Parking and Gate Assignment Policy, Airports Division retains total control of the terminal gates at all times, assigning aircraft primarily based on signatory status, operational frequency, aircraft size and passenger load, air carrier preference, operational sanctions, and other secondary criterions. Gate usage is monitored by Airports Division to obtain the best utilization of available gates.

There are two distinct type of air carrier operations using the terminal gates - interisland and overseas. Interisland operations provides air service within the Hawaiian Islands. Interisland flight distances from Kahului Airport is short, varying from 25 miles to 202 miles. Narrow-bodied aircraft, primarily Boeing 737's and McDonnell-Douglas DC-9's, are used. Due to the nature of the Hawaiian Islands, interisland flights are the primary, and often only, passenger link between islands. Overseas operations provides air service to the continental United States and Canada. Flight distances are long, 2,400 miles and greater. Generally, wide-bodied aircraft, such as McDonnell-Douglas DC-10's, Lockheed L-1011's, Boeing 767's, Boeing 777-200's, and large narrow bodied aircraft, such as Boeing 757's, are used. Aircrafts used for these two type of air carrier operations affects gate assignments. As shown in the Gate Assignment Table in Appendix 1, while aircraft used for interisland operations can be accommodated at all gates, those used for overseas operations aircrafts can't. These gate restrictions will affect the aircraft mix that can be accommodated.

As stated above, there are twenty terminal gates with loading bridges at the airport. Nine gates are used for overseas operations (Gates 1, 5, 7, 23, 27, 29, 33, 35, and 39) and seven gates are used for interisland operations (Gates 9, 11, 13, 15, 17, 19, and 21). Because of the space needed at adjacent gates to accommodate large aircraft, Gates 3, 25, 31, and 37, are seldom used. On the average, there are 110 overseas and 485 interisland departures for a total of 595 departures per week. For the month of August 2000, there were 484 overseas and 2142

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interisland departures for a total of 2626 departures per month. Gate utilization is twelve overseas departures/gate per week (53 departures/gate per month) and sixty-nine interisland departures/gate per week (306 departures/gate per month). Gate utilization is high, especially for interisland operations.

Because Airports Division controls gate assignments, the airport has flexibility in accommodating new gate demand by air carriers. However, due to high gate utilization, there is an upper limit on gate capacity. While Airports Division have accommodated all previous legitimate gate requests, the potential exists that once capacity is maximized, no additional gate request can be accommodated.

Patterns of Air Service

On a scheduled, non-stop basis, service is provided to four interisland markets (Honolulu, Kona, Hilo, and Lihue) and seven overseas markets (Oakland, Los Angeles, San Francisco, Saint Louis, Vancouver, Midway - origin only, and Phoenix - destination only). In addition, there are charter flights serving three overseas markets (Vancouver, San Francisco, Los Angeles). Table 2, derived from the August 2000 Mainland Gate Assignments used by Airports Division's Maui District Airport Operations Control Unit, shows markets served by airlines using Kahului Airport.

Table 2 - Markets Served by Airlines

Airline	Routes
Air Canada	Vancouver
Aloha Airlines	Honolulu, Kona, Hilo, Lihue, Oakland
American Airlines	Los Angeles
American Trans Air	Los Angeles, San Francisco, Midway (Origin), Phoenix (Destination)
Canada 3000	Vancouver
Delta Airlines	Honolulu, Los Angeles
Hawaiian Airlines	Honolulu, Kona, Hilo, Lihue, Los Angeles
Royal Airlines	Vancouver
Ryan International	Los Angeles, San Francisco (Origin), Kona (Destination)
Trans World	Saint Louis
United Airlines	Los Angeles, San Francisco,

Average numbers of flights are eighty-five interisland and

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sixteen overseas flights per day. Los Angeles, San Francisco, Midway (Origin), and Phoenix (Destination) are currently being served by a low-fare carrier, American Trans Air. Currently, Oakland, Saint Louis, Midway, and Phoenix are markets served by one carrier. In the past year, one market, Atlanta, has been dropped and three markets, Saint Louis, Midway (Origin), and Phoenix (Destination), have been added. In addition, two additional markets are planned to be added this year, Dallas-Forth Worth in November 2000 and San Jose in December 2000.

Several of the above markets can be considered small communities, with a population under 500,000. On the overseas routes, both Oakland and Saint Louis have a population under 500,000. On the interisland routes, the populations of Hilo, Kona and Lihue falls under 500,000.

Airfare Level Comparison

The Office of the Assistant Secretary for Aviation and International Affairs publish Air Fare Data Information for Airport Competition Plans. This information is available at <http://ostpxweb.dot.gov/aviation> (Airport Competition Plan Data). Table 3 shows the average fare, trip length and market share, by carrier, at Kahului Airport for 1999, summarized from Airport Competition Plan - Fare Data, Airport-Carrier Summary.

Table 3 - Air Carrier Fare/Market Share

Air Carrier	Passengers	Average Fare	Trip Length	Market Share
Interline Transfer (99)	145,180	\$227.44	3,634	3%
American Airlines (AA)	100,810	\$279.31	3,444	2%
Aloha Airlines (AQ)	1,689,220	\$ 38.59	112	38%
Delta Airlines (DL)	110,050	\$216.43	3,186	2%
Hawaiian Airlines (HA)	1,499,680	\$ 70.40	454	34%
Northwest Airlines (NW)	54,620	\$325.03	3,373	1%
American Trans Air (TZ)	237,650	\$141.70	2,535	5%
United Airlines (UA)	611,050	\$254.79	2,800	14%

As stated under Availability of Gates and Related Facilities, there are two distinct type of air carrier operations at Kahului Airport - interisland and overseas. The airfare level comparison needs to look at these two type of operations separately.

The primary interisland carriers are Hawaiian and Aloha Airlines. Aloha Airlines average fare in 1999 was \$38.59 for a trip length

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of 112 miles while Hawaiian Airlines was \$70.40 for a trip length of 454 miles. However, in 1999, Hawaiian Airlines served both the interisland and overseas market while Aloha Airline only served the interisland market. With the interisland trip length varying between 90 to 202 miles, it's apparent that Hawaiian Airline's fare data includes both overseas and interisland rates. Table 4 - Interisland City Pairs Analysis by Carrier, extrapolated from Airport Competition Plan - City Pair Data by Competitor (10% Market Share), shows the average fare for carriers serving the interisland market are \$38.59 for Aloha Airlines and \$46.67 for Hawaiian Airlines.

Table 4 - Interisland City Pairs Analysis by Carriers

City Pairs	Distance	Carrier	Passengers	Revenues	Fare	Yield
Kahului - Hilo	121	Aloha Airlines	89,110	\$3,303,360	\$37.07	\$0.31
		Hawaiian Airlines	70,090	\$3,183,594	\$45.42	\$0.38
		Average	159,200	\$6,486,954	\$40.75	\$0.34
Kahului - Honolulu	100	Aloha Airlines	1,267,680	\$48,784,208	\$38.48	\$0.38
		Hawaiian Airlines	1,064,180	\$49,536,894	\$46.55	\$0.47
		Average	2,331,860	\$98,321,102	\$42.16	\$0.42
Kahului - Kona	90	Aloha Airlines	136,630	\$5,263,695	\$38.53	\$0.43
		Hawaiian Airlines	77,330	\$3,694,110	\$47.77	\$0.53
		Average	213,960	\$8,957,805	\$41.87	\$0.47
Kahului - Lihue	202	Aloha Airlines	195,800	\$7,832,367	\$40.00	\$0.20
		Hawaiian Airlines	75,940	\$3,672,861	\$48.37	\$0.24
		Average	271,740	\$11,505,228	\$42.34	\$0.21
Average City Pairs	110	Aloha Airlines	1,689,220	\$65,183,630	\$38.59	\$0.35
		Hawaiian Airlines	1,287,540	\$60,087,459	\$46.67	\$0.43
		Average	2,976,760	\$125,271,089	\$42.08	\$0.38

In short-haul (750 nonstop miles or less) markets without low-fare competition (Airport Competition Plan - Fare Data, Market Summary) the average yield is \$0.36. This compares favorably to

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the average yield of \$0.38 for the interisland market, \$0.35 for Aloha Airlines and \$0.43 for Hawaiian Airlines.

Overseas operations are long-haul (over 750 nonstop miles) markets, with both low fare markets and markets without low-fare carriers. The Kahului Airport average yield for both types of markets are the same, \$0.08. This compare favorably with the average for all airports, \$0.14 for markets without low-fare carriers and \$0.12 for markets with low-fare carriers as given in the Airport Competition Plan - Fare Data, Market Summary.

Leasing and Subleasing Arrangements

Airports Division owns, in fee, the terminal facilities at Kahului Airport. The airlines are charged for using terminal facilities, either through a lease or revocable permit. Airfield costs are recovered through a landing fee. Residual costs to operate the statewide airports system is recovered through the Airports System Support Charge (ASSC). A lease with an airline will contain conditions and rental rates for a set duration, usually one or more years. A revocable permit provides for use of the terminal facilities, but contains language that allows Airports Division to cancel the permit upon thirty days written notice. Other user based fees are assessed for common use areas and recovered on a per landing basis.

Subleasing is allowed only on a lease and is prohibited under a revocable permit. Conditions in the lease require DOT Airport approval on any sublease. Also, it's Airports Division's policy to deny, take all or portion of, or require a change to sublease rents which it considers excessive and/or speculative.

The existing ticket counters and airline office spaces in the ticket lobby are completely occupied, either through a lease or revocable permit. If a new carrier requests ticket counter or office space, Airports Division will analyze usage of both leased and permitted space in order to accommodate the request.

Currently, there are three air carriers and four Fixed Base Operators (FBO) who provide ground handling of aircraft at Kahului Airport. While the FBO generally handle general aviation and corporate clients, they also provide fuel for airline aircraft. All companies providing ground handling services operate either through a lease or revocable permit. Airports Division provides site preparation (grading, access, and utilities) of lease lots while the ground handlers provide the facilities needed for their operation. Currently, all improved

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lease lots are leased or under permit. Because of this lack of improved lease lots, new ground handling companies will have to prepare, at their own expense, the unimproved lease lots they will be using.

Financial Constraints

Airports Division operates a system of fifteen airports, including Kahului Airport, within the State of Hawaii. This system is required, by State law, to be operated on a self-sustaining basis. Sources of revenues includes aeronautical revenues, concession fees, interest income, and other non-aeronautical revenues.

Aeronautical revenues consist of landing fees, aeronautical rentals and system support charges. These charges are governed by the airport-airline lease extension agreement executed in June 1994. This agreement, effective July 1, 1994 to June 30, 1997, with automatic quarterly extensions thereafter, is between Airports Division and signatory airlines. This lease extension agreement uses a residual rate setting methodology that excludes duty free revenues in excess of \$100 million per year and any interest income earned on funds set aside for the Capital Improvement Program from the rate base. The rates and charges established by formulae include (1) exclusive use terminal charges based on appraisal rates and recovered on a per square foot per year basis, (2) joint use premise charges (for nonexclusive terminal space) based on appraisal rates and recovered on a per passenger revenue landing basis, (3) international arrivals building charges based on appraisal rates and recovered on a per deplaning international passenger basis, (4) landing fees based on a cost center residual rate setting methodology and recovered on a revenue landing landed weight basis, and (5) system support charges based on an Airport System residual rate setting methodology and recovered on a landed weight basis. Nonsignatory airlines are assessed charges based on Airports Division's Administrative Rules.

Concession fees are the rentals and fees paid to Airports Division by private parties operating concessions for the Airports System. Separate contracts are maintained for food and beverage, barber, foreign exchange, business center, parking services, ground transportation, rental cars, newsstands, shower and locker facilities, operations of duty free, florist, gift, sundries, camera and jewelry shops, telephone call board, and various vending services such as ATMs and luggage carts. The duty free concession, an exclusive contract for the sale of in-

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bond merchandise on a duty free basis is, by far, the largest concession contract, with revenues collected in Fiscal Year 1999 totaling approximately \$104 million, 36.5% of the total revenues of the Airport System.

Interest income is derived primarily from the investment of airports funds and the proceeds of bonds. Non-aeronautical revenues other than concession fees are derived from rental of land, terminal building space, other buildings and structures to tenants other than the air carriers.

Currently, Airports Division has not imposed or used any PFC. However, this matter is under review and PFCs may be collected in the future.

Capital Construction Controls

The existing airport-airline lease extension agreement is based on a residual rate setting methodology. This methodology provides for a final year-end reconciliation containing actual airports system cost data to determine whether airports system charges assessed to the signatory airlines were sufficient to recover airports system costs, including debt service requirements. A public/private partnership has been established between the signatory airlines and Airports Division to help facilitate interaction on the airport-airline lease extension agreement.

The airport-airline lease extension provides a "concurrence" methodology for capital improvement projects in excess of the concurred capital improvement program. New projects go through a concurrence process in which fifty percent of the signatory airlines representing at least fifty percent of the total landing fees and airport system support charge can delay the project by withholding concurrence. However, the lease extension allows Airports Division to proceed with a non-concurred project in the State Fiscal Year following the year concurrence was withheld. In essence, the airport-airline lease extension allows the signatory airlines, by withholding concurrence, to delay a capital improvement project up to one year.

Currently at Kahului Airport, there exists another control on Airports Division capital construction. Since 1992, major capital improvement projects at Kahului Airport has been on hold due to challenges to the adequacy of the environmental impact statement in both Federal and State courts. On July 26, 2000, the Federal 9th Circuit Court ruled that the Federal EIS was

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adequate. In August 2000, hearings were held at the State 2nd Circuit Court, a decision is expected by December 2000. These court challenges has held up capital improvement projects at Kahului Airport for over eight years. While the challenge in the Federal courts has been resolved, the decision of the State 2nd Circuit Court is pending.

As stated above, there are no Majority-In-Interest (MII) language in the airport-airline lease extension. Instead, there is a "concurrence" procedure which, while similar to a MII, only allows the signatory airlines to delay a capital improvement project for up to one year. In the six years since the airport-airline lease extension was signed, no projects were ever delayed due to the lack of airline concurrence. Also, the previous airport-airline lease (1962-1992) had no language related to MII or concurrence. The Airports Division and signatory airlines continue to operate under the terms of the extension agreement which provides for automatic extension on a quarterly basis unless either party provides sixty days written notice to the other party of termination.

Below are projects that will increase capacity at Kahului Airport. These projects have "concurrence" from the signatory airlines.

Terminal Development Phase I: Project will provide a two bay extension to the existing 6-1/2 bay ticket lobby within the existing terminal footprint. This project will also replace the existing flat plate baggage claim devices with new angled plate devices. While this project will not add gates and holdrooms, it does provide for airline counter space and offices, which are currently completely occupied and leased. While this project has "concurrence", an environmental assessment is needed before construction can proceed.

Fuel Storage Site Development: Project will provide site preparation for a fuel farm, allowing fixed based operators the opportunity to install fueling facilities at the airport.

Relocate Hold Cargo Building and General Cargo Apron and Taxiway: Project will relocate and improve the existing cargo facilities at the airport in order to meet environmental mitigation requirements related to alien species and anticipated demand for additional cargo facilities.

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Summary

While the airport-airline lease extension is a residual agreement, there is no airline majority-in-interest clause. Instead, there is a "concurrence" process, which allows the signatory airlines to delay projects for up to one year. While this "concurrence" clause exists, the signatory airlines have never exercised it. Terminal facilities at Kahului Airport, including gates, holdroom, and especially, ticket counter space, are nearing capacity. Airports Division retains the flexibility on gate and holdroom assignments due to airport ownership of the terminal facilities. However, the critical constraint on the entry of new carriers is the lack of ticket counter space. To meet this constraint, Airports Division is currently designing the Terminal Development Phase I, which will provide a two bay extension to the existing ticket lobby within the terminal shell. This project has "concurrence" from the signatory airlines.

The yield for both the short-haul (interisland) and long-haul (overseas) falls within the average for all airports as given in the Airport Competition Plan - Fare Data, Summary. However, interisland passenger air travel is often the only practical link between the Hawaiian Islands. Additional competition would benefit the traveling public, especially Hawaii residents. Airports Division would welcome any legitimate entry by new carriers, working with them to make available gates, holdrooms, and ticket counter space.

AIRCRAFT PARKING AND GATE ASSIGNMENT POLICY

Aircraft parking and gate assignments in all nonexclusive, State controlled areas at Kahului Airport are administered by the State of Hawaii, Department of Transportation, Airports Division through the Maui District Airport Operations Control Unit.

Assignment will be made in a manner which will permit the airport authority maximum flexibility in obtaining the highest and best utilization of available gate or aircraft storage or parking positions from both an operational and economic standpoint.

Preference on gate/parking are based on factors which will identify and establish priority distinction between competing operators which will enable parking assignments to be made in the best interest of the airport. Although a preferred priority ranking is established, conditions occurring at the time of gate assignment may require readjustment of the listed factors to enable more effective utilization of available parking/gate positions.

I. MAIN TERMINAL AREAS ASSIGNMENT FACTORS IN PREFERRED ORDER OF PRIORITY AS FOLLOWS:

A. Primary

Priority for assignment will include but no limited to the following factors:

1. Carrier signatory status.
2. Frequency of a carrier's operation or activity during the period in which assignment is sought.
3. Aircraft size and passenger load.
4. Carrier gate preference.
5. Operational sanctions.

B. Secondary

1. Requested side-by-side gate positioning.
2. Gate restrictions/limitations.

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3. Scheduled ground time.

- a. Carriers with ground times in excess of two (2) hours are subject to re-spot to provide use of the gate for passenger movement.
- b. Passenger movement shall have preference over storage or layover.

II. OTHER OPERATIONAL CRITERIA

A. CARRIERS WILL IMMEDIATELY ADVISE AIRPORT OPERATIONS CONTROL IN THE EVENT OF A DELAY WHICH EXTENDS ANY SCHEDULED DEPARTURE TIMES. Notification may be made directly by calling Airport Operations Control at 872-3880 (PAX 880) or by calling Security Dispatch at 872-3875 (PAX 875). Airport Operation Control shall endeavor to accommodate short-term gate delays that will not affect follow-on use as determined by priority factors. FAILURE TO NOTIFY AIRPORT OPERATIONS OF DELAYS WILL RESULT IN OPERATIONAL SANCTIONS AGAINST THE OFFENDING CARRIER.

1. IN THE EVENT A DEPARTURE DELAY OCCURS WHICH WILL AFFECT FOLLOW ON ACTIVITY, THE CARRIER EXPERIENCING OR CAUSING THE DELAY WILL BE RELOCATED TO ALLOW SCHEDULED OPERATIONAL USE OF THE GATE.
2. In the event that a carrier is temporarily delayed due to a short-term problem, the carrier may be subject to make the space available for a planned follow-on arrival. DELAYED DEPARTURES SHALL NOT MAINTAIN POSSESSION OF GATE POSITIONS AT THE EXPENSE OF FOLLOW-ON USERS.

B. CARRIERS SHOULD NOT ANTICIPATE ACCESS/ENTRY INTO A GATE POSITION IN ADVANCE OF THEIR SCHEDULED ARRIVAL TIME. Advance entry into parking positions will only be made if such access does not interfere with normally scheduled activity. In the event early access is not possible, the early arriving carrier will be required to await entry into the assigned gate at the designated time or accept alternate parking arrangements. Alternate arrangements will be made only if such parking will not interfere with later scheduled use of

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the alternate gate position.

- C. Gate assignment exemption may be granted to accommodate protocol flights, or special events, but shall be subject to prior approval by airport management. Placement will be effected to minimize to the greatest degree possible disruption of scheduling.
- D. CARRIERS WILL IMMEDIATELY ADVISE AIRPORT OPERATIONS CONTROL OF KNOWN OR ANTICIPATED DELAYS AND INCLUDE ACCURATE STATUS UPDATES WHICH WILL ENABLE SCHEDULE PLANNING. Effort will be made to accommodate carriers affected by delays, however, only in a manner which will minimize or avoid disruption to another carriers operations.
- E. Aircraft major maintenance and/or repair activities are not permitted in gate areas. Only turnaround servicing and minor maintenance which is approved by the duty AOC will be permitted. All other aircraft activity will require re-spotting of aircraft.

Note: Airport run-up must be coordinated with duty AOC.

III. OPERATING SANCTIONS

- A. Operators which repeatedly fail to adhere to scheduled gate use times or repeatedly affect or interfere with the planned and scheduled use of gates or parking positions by other operators, will be subject to written notification by airport management regarding the problem condition. Three (3) or more notifications occurring within any 60 day period shall result in the carrier being temporarily removed from the use of their desired gate parking positions for a period of 30 days. In the event that continuing difficulties are experienced, the offending operator shall be subject to permanent operational considerations.
- B. OPERATORS WHICH REPEATEDLY FAIL TO NOTIFY AIRPORT OPERATIONS OF DELAYS WHICH MAY AFFECT SCHEDULE PLANNING FOR GATE/PARKING ASSIGNMENT WILL BE SUBJECT TO WRITTEN NOTIFICATION AND SANCTION AS DESCRIBED IN SECTION IIIA OF THESE GUIDELINES.

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NOTE: THE AIRPORT AUTHORITY SHALL EXERCISE FINAL DETERMINATION WITH RESPECT TO ALL GATE ASSIGNMENTS OF PARKING. WHILE EFFORT WILL BE MADE TO ACCOMMODATE INDIVIDUAL OPERATOR PREFERENCES, EMPHASIS WILL BE PLACED ON CRITERIA ESTABLISHED UNDER THIS SECTION IN A MANNER WHICH WILL BE IN THE BEST INTEREST OF THE AIRPORT.

IV. EAST RAMP GENERAL AVIATION AREAS:

Priority for assignments will includes, but not be limited to, the following:

- A. Security and/or safety considerations.
- B. Operators desiring to engage in parking or storage of aircraft which is compatible with the designated use for such areas shall be favored over non-conforming users.
- C. Aircraft size, type, and passenger load status.
- D. Operator signatory status.
- E. Operator preference.
- F. Operational sanctions.
- G. Livestock shipment:

Livestock shipments shall be assigned to the North Ramp (HAZMAT Area) Parking Positions.

- 1. Carriers shall be required to provide any necessary sanitation control measures resulting from the transfer of livestock or other animal shipments.
- 2. All quarantine and animal importation laws, rules, regulations, and procedures shall be observed to include State Agriculture inspection requirements.
- 3. Carriers shall be responsible for providing security and control of animals to prevent their release onto public and operational areas of the airport.

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H. Hazardous Cargo:

1. All carriers shall provide prior notification to airport management of intention to deliver, store, or transfer hazardous material by providing a copy of the shipping document or certificate which identifies the type, shipping name, quantity, classification, DOT hazardous material identification number and any special handling instructions.
2. Aircraft consigned with hazardous material and explosives in quantities deemed in appropriate or hazardous to adjacent operation with passenger activity shall be assigned to isolated gate/parking positions.

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Gate Assignments

Gate 1	DC9, B737	Gate 21	DC9, B737, L1011
Gate 1A	DC10, DC8, L1011	Gate 23	DC9, B737
Gate 3	DC9, B737	Gate 23A	DC10, DC8, L1011, B757
Gate 5	DC10, DC8, L1011	Gate 25	B757, DC9, B737
Gate 5A	DC9, B737	Gate 27	DC10, DC8, L1011, B757, B767
Gate 7	DC9, B737	Gate 27A	DC9, B737
Gate 7A	DC10, DC8, L1011	Gate 27-1	B777
Gate 7B	B777		
Gate 9	DC9, B737	Gate 29	B747
Gate 11	DC9, B737	Gate 29A	DC9, B737
Gate 13	DC9, B737	Gate 29B	DC10, DC8, L1011
Gate 15	DC9, B737, B757	Gate 31	DC9, B737
Gate 17	DC9, B737, DC10, L1011	Gate 33	B747
Gate 19	DC9, B737	Gate 33A	DC10, DC8, L1011
		Gate 33B	DC9, B737
		Gate 33-1	B777
		Gate 35	DC9, B737, DC9, DC8
		Gate 35A	B737
		Gate 37	DC9, B737
		Gate 39	DC10, DC8, L1011
		Gate 39A	DC9, B737, B747
		Gate 39-1	B777

Note: Duty AOC will coordinate gate use for any aircraft type not listed.

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